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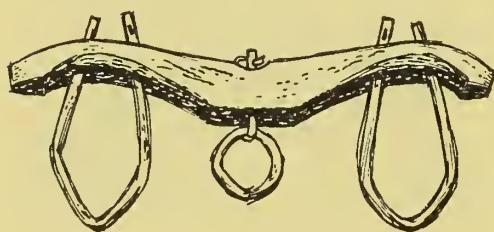
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ABRAHAM
LINCOLN



A VAST
FUTURE

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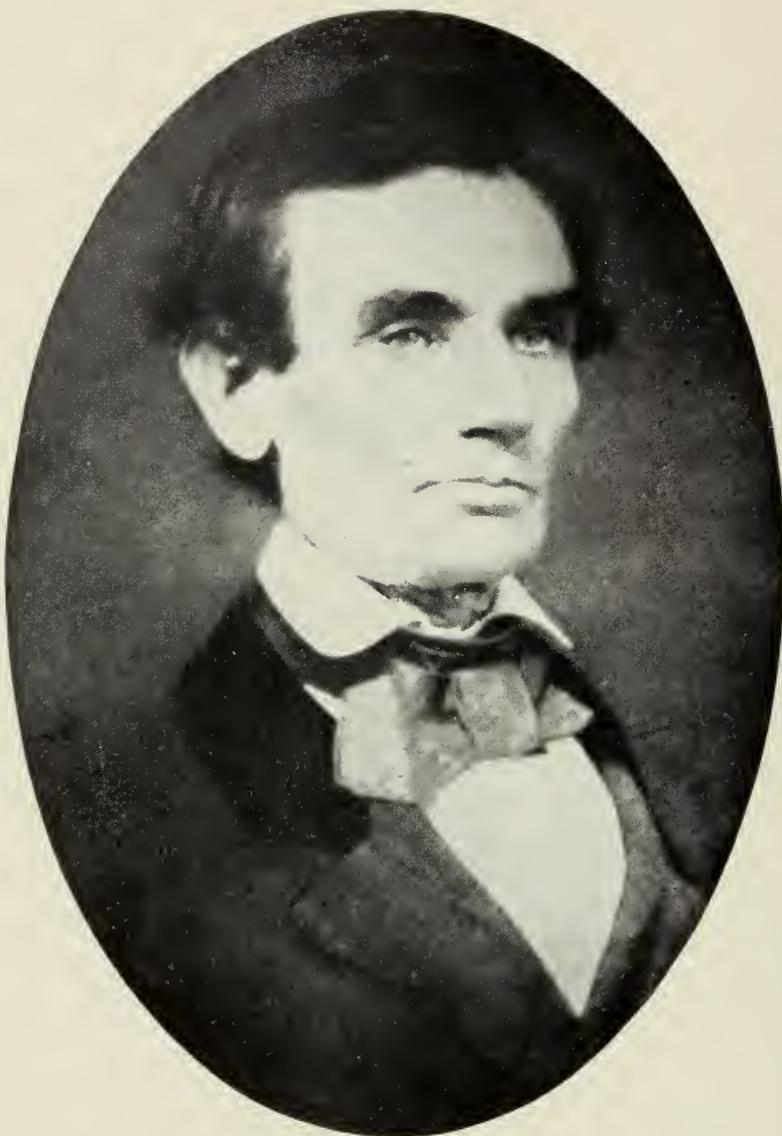
LINCOLN * A VAST FUTURE

R.C. Wagner
Compliments
Isaac Kuhn

A very faint, large watermark-like image of a classical building with four columns and a pediment is visible in the background.

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ABRAHAM LINCOLN

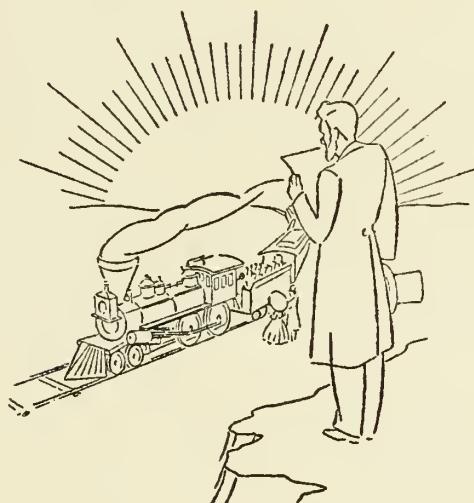
This photograph, a copy of which is on display on the first floor of Jos. Kuhn & Co., Champaign, Illinois, was taken in Urbana, Illinois in 1857 by Samuel Alschuler. The coat worn by Mr. Lincoln was loaned to him by the photographer, who thought it was more appropriate for the occasion than the one Lincoln was wearing.

ABRAHAM LINCOLN

A VAST
FUTURE

Selected Articles
Published Over More than a Century
Reflecting the Foresight and Influence
of the Great Illinois Lawyer and President

By ISAAC KUHN



JOS. KUHN & CO., CHAMPAIGN, ILLINOIS

PRIVATELY PRINTED 1946

A Memento of Our 80th Anniversary

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T

HE theme in the minds of those responsible for this volume is contained in the following statement by Lincoln: "The struggle of today is not altogether for today; it is for a vast future also." The quotation suggests many things to us.

This generation, and the generations to come, should examine studiously, and take unto themselves, the problems of the future—not as a burden but as a pleasure in building, and not alone for the present, but also for a vast future.

Although written many years after his life, the following articles reflect the influence of Abraham Lincoln on the Illinois Legislature, on a Supreme Court Justice, on the initial legal rights of the railroads in the Middle West, and on a Race, as portrayed in "The Pine Torch."

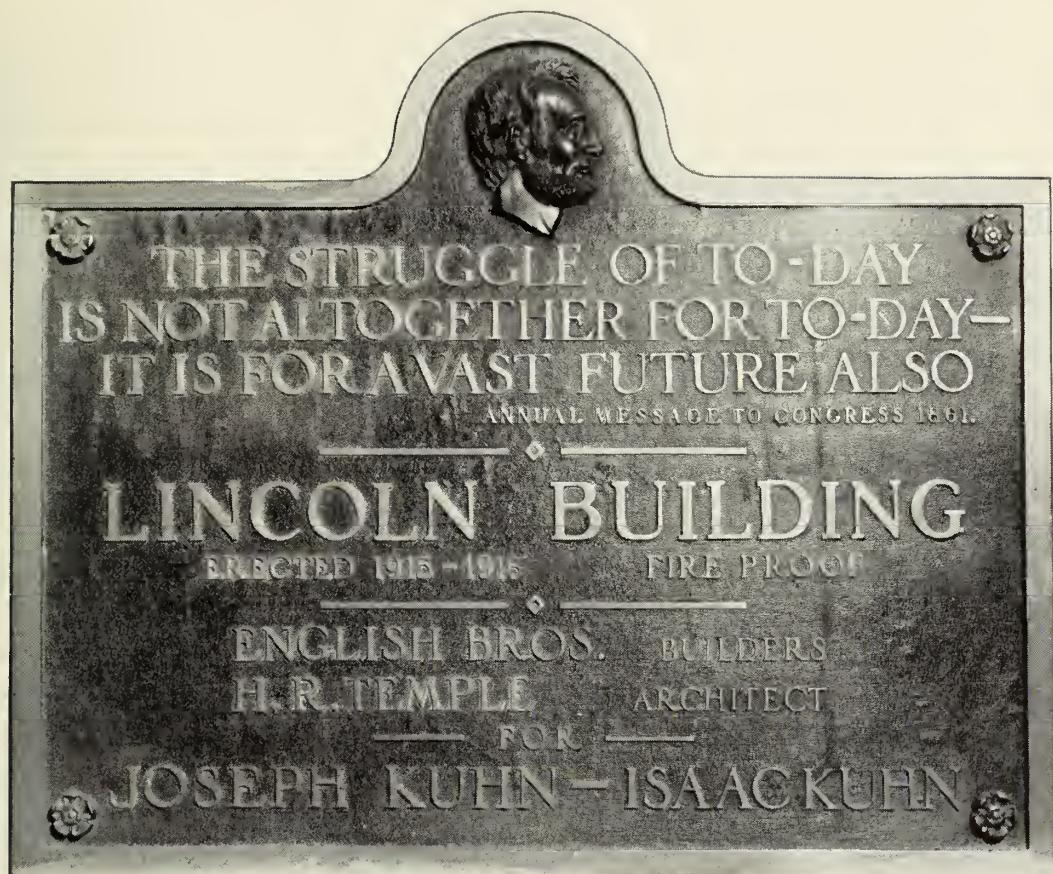
We have collected these few items from volumes and volumes written about Lincoln. The tremendous amount of literature continually being presented on the life of Lincoln is a most creditable tribute to the man, of course; and it is at the same time a vital stimulus to ourselves. We may well take stock of the meaning of all these records.

In this book, a memento of our 80th Anniversary in Champaign, we call your attention to a few events in this progress during the past one hundred years.

The story of Lincoln's hardships and poverty, and the development of a vigorous new people, has been told many times. The past century in America urges us to recognize and feel the possibilities of the future for us all.

Jos. KUHN & Co.

Isaac Kuhn, *President*



This bronze plaque graces the foyer of the Lincoln Building, Champaign, erected by Joseph Kuhn and Isaac Kuhn in 1915.

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ACKNOWLEDGMENTS

The address, "Abraham Lincoln and the Pioneer Railroads of the Central West," (page 21) presented by C. C. Burford before the Champaign-Urbana Kiwanis Club February 8, 1945, represents entirely original assembly work upon the part of its author. I have been a life-long student of the career and the background of Lincoln, also of the picturesque and rugged Central Western pioneer life and the crude methods of transportation which produced the great Man of the Ages.

I found, in all of the vast Lincoln literature, nothing which seemed to present a picture of the Lawyer Lincoln, emerging as a "Corporation Lawyer" of ability through the service which he was able to render the new, pioneer railroads, the only "Big Business" he could possibly have known. No other writer had given the American people to February 8, 1945, the over-all summary of Lincoln arising, in his intellectual vigor, as an able attorney for several railroads, and as a constant traveler upon these newly built railroads.

I am indebted, of course, to the vast Lincoln literature ranging from the old-time county histories of 1879 to the most recent works on Lincoln. To cite these sources would be to list the entire Lincoln literature which I have studied for years. I am especially appreciative of the use which Judge Charles M. Webber, Champaign County, Ill., County Court, permitted me to make of the original Lincoln letter to his great grandfather. This is one of the most valuable bits of Lincolnia in Illinois dealing with Lincoln and the pioneer railroads.

C. C. BURFORD.

ABRAHAM LINCOLN—ONE HUNDRED YEARS

1845 - 1945

THE INFLUENCE of Abraham Lincoln upon world affairs extends far beyond the active period of his own life. In 1845 Abraham Lincoln was an unknown lawyer in a small central Illinois county-seat town. He had not begun his national career.

In August, 1846, Lincoln was elected to the one term which he served in the National House of Representatives, his only Washington experience before being elected President in November, 1860.

His opponent was the picturesque Rev. Peter Cartwright, pioneer Methodist circuit-riding minister and presiding elder. Rev. Cartwright preached the Gospel, in one way or another, as minister or as presiding elder, for 66 years. I have seen the statement that he preached 14,000 and another statement that he preached 18,000 sermons, each of them two hours or more in length. I have computed that either statement can be correct.

The campaign in 1846 turned very largely upon so-called religious issues. Cartwright had preached vigorously against the Presbyterians, Baptists and Disciples, the last named then called "Campbellites." It could hardly be expected that these denominations could overlook Cartwright's attacks and vote for him in the election. Besides, many stalwart Methodists thought that Rev. Cartwright should remain on his circuit and save souls from the literal hell in which he stoutly believed instead of helping to save the nation as a Congressman. Lincoln was opposed because he was, at that time, practically a Deist. Lincoln was also attacked because Mrs. Lincoln, later a Presbyterian, was then an Episcopalian and this was considered too "High Church" for the ruggedly individualistic pioneer voters a century ago. But Lincoln was elected by a vote of 6,340 to 4,829.

The Mexican War was raging, with Lincoln opposing the war and the expansion of slave territory, yet supporting all movements to aid the American soldier in the field.

In the spring of 1849 Lincoln retired from Congress, apparently through with national politics.

In 1854 Lincoln was aroused from his Illinois retreat by a succession of events which alarmed him and all opponents of the extension of slavery. The Fugitive Slave Law was tightened. The Dred Scott Decision was handed down by the Supreme Court, stating, in brief, that the Negro had no legal rights which the white man was bound to respect. "Uncle Tom's Cabin" was published.

Lincoln delivered June 16, 1858, his immortal "House Divided" Speech before the Illinois Republican convention in Springfield. At once, he became a national figure, opposed by the brilliant and supposedly more powerful Stephen A. Douglas. The seven Lincoln-Douglas Debates in the late summer and fall of 1858 followed, with Lincoln becoming the acknowledged leader of the forces opposed to slavery.

While defeated for the Senatorship in 1858, Lincoln had aroused enough national attention to be the inevitable candidate for the Republican nomination as President in May, 1860. His election occurred in November, 1860.

Immediately Abraham Lincoln was thrown into the vortex of national events titanic in the extreme. No man faced greater problems. A nation was indeed dividing.

In World War I and World War II the United States was, in truth, a united nation—united against all foes, powerful as they actually were for many weary months.

Lincoln Faced with Vexing Problems

But in the spring of 1861 Lincoln faced problems which no American leader ever confronted. Not only was the nation being rent asunder between North and South, but Lincoln was opposed bitterly in many

parts of the North. Eminent Northern leaders, Seward, Stanton, Chase, members of his own cabinet, spurned him. Horace Greely waged unrelenting criticism and attack upon Lincoln in his powerful New York Tribune. General George B. McClellan, who has been pictured as contemptuously ignoring Lincoln, even to going to bed while the President of the United States, the Commander-in-Chief of the army and navy of the United States, his superior officer, waited calmly in the parlor below, has been more fairly treated by Professor James G. Randall, department of history, University of Illinois, in his recent monumental two-volume work, "Lincoln, the President." Professor Randall shows General McClellan as the victim of army politicians and that McClellan, while impatient with Lincoln and other members of the administration, was loyal and patriotic at all times. But there were many opponents of Lincoln, it is true. Many state and sectional leaders in the North advised Lincoln to bow to the inevitable, to "A House Dividing" or, in reality, a house already divided.

But Lincoln held to his high ideals. He carried on the idea and the ideals of a one united country. He was patience personified in dealing with one incompetent and unsuccessful Union General succeeding another. He prevented recognition of the Southern Confederacy by France, and more important by England. This brilliant coup has been well portrayed by Jay Monaghan, in his recent volume, "Diplomat in Carpet Slippers." Lincoln, without diplomatic training, proved himself one of the world's greatest diplomats.

Today, in 1946, the ideals of Abraham Lincoln, not alone nationally, but internationally, are the ideals of Democracy throughout a war-torn world—a world demoralized even after the surrender of Germany and Japan in 1945.

Although Lincoln passed from his labors in 1865, or 81 years ago, his influence remains in 1946, the hope of a war-weary world, groping its way to attain the ideals towards which he pointed the way fourscore years ago, as he declared in his Gettysburg Address.

Lincoln knew no class nor race, only sterling manhood and character. Lincoln, in 1946, would insist that all minorities, not alone in America, but throughout the world, should have their just rights. No insolent majority leader, no racial supremacy, no powerful blocs or groups, should grind their heels into the living flesh of any weaker minority.

This little volume is presented with the hope that a century of the influence of Abraham Lincoln, beginning in 1845 and certainly extending through and far beyond 1946, may indeed be a beacon light to us at the close of a Second World War waged in the hope that equal opportunities may accrue to all minorities, no matter how small their numbers nor how feeble their ability to attain the goals towards which they are striving.

C. C. BURFORD

THE ILLINOIS GENERAL ASSEMBLY HONORS LINCOLN

An Address Delivered on His 110th Birthday
by CONGRESSMAN WILLIAM A. RODENBERG

CONGRESSMAN RODENBERG's message to the Illinois Legislature confirms and identifies the sentiments of our administrators of the State of Illinois 110 years after Lincoln's birth.

The 110th anniversary of the birth of Abraham Lincoln was impressively observed by services held in the House of Representatives Chamber. The Senate and House met in joint session at 11 o'clock, February 12, 1919, with Speaker David E. Shanahan in the chair. The galleries were crowded with spectators when the Speaker called the House to order. Almost immediately the Sergeant-at-arms announced that the members of the Senate were without, and Speaker Shanahan replied: "Admit the Honorable Senate." When the Senators had taken their seats in the front part of the house, the members of the Supreme Court were announced in the same way and the Speaker ordered the Sergeant-at-arms to admit the justices, who were seated on the rostrum back of the Speaker and Lieutenant Governor John G. Oglesby. Attorney General Edward J. Brundage and other state officers also occupied seats there.

After the assemblage had joined in singing "The Star Spangled Banner" and "The Battle Hymn of the Republic," led by a soldier in uniform, Speaker Shanahan introduced Congressman William A. Rodenberg who had come from Washington to deliver the address of the day. Mr. Rodenburg said in part:

"Five score and ten years ago today the star of destiny shone resplendent over the cradle of an infant boy who, in the years to follow,

was to be acclaimed by history as one of America's grandest contributions to the world's heritage of great and noble men. On that day, in a cabin home, amid the hills of Kentucky, Abraham Lincoln was born, and on this anniversary of his birth the memory of that great and God-like life thrills the soul of every American, giving him an inspiration of true nobility.

"Abraham Lincoln! What a flood of mighty memories is awakened by that name. What a glorious panorama of patriotic achievement it presents to view. How it seems to fathom the very depths of duty and devotion, the innermost springs of sympathy and of sorrow. As we pronounce it reverently today, the trials and tragedies and triumphs of the nation's supremest struggle pass again in review before us and, rising above the stress and strife of conflict, grand and majestic, like some tall cliff 'that midway leaves the storm,' we behold the one great central figure of that epoch of heroism, the one never-failing beacon light of national patriotism—our Lincoln—the world's Lincoln.

The Secret of His Power

"Why is it that no other name in the long roll of distinguished American statesmen stirs the heart of the nation so deeply as that of Abraham Lincoln? Orators never weary of singing his praise, and hearers never tire of listening. Books on Lincoln multiply each year, and interest in them never lags. Every trivial relic of his homely life, every scrap of his writing, every prophetic saying, every jest, every anecdote, is treasured today by the people and bequeathed 'as a rich legacy unto their issue.'

"Mr. Speaker, I believe that the true secret of our love for Lincoln was his own love for his fellow man. In his ungainly, giant form there was a heart of infinite human sympathy, and this it was that illuminated all his other traits of greatness and has made the imperishable halo that lingers around his head. Without these he might have achieved greatness, might have become president, might have freed the slaves as a

political necessity, might even have brought the war to a successful close, and have fallen a victim to an assassin's bullet, and yet we should not today be speaking of him as we do. It is this one supreme trait of human sympathy that carried his name out of the realm of intellect into that of emotion.

Lincoln Was Supremely Human

"It was this deep human sympathy that caused Lincoln to hate slavery and to throw all of the power of his logic and eloquence against it. It was this, too, that enabled him to hold that marvelous balance of judgment which could put the Union above all else and could hold back emancipation until the right time. He could put himself in the place of the citizen of the border states and feel that any radical move would imperil the cause of freedom itself. This note of human sympathy sounded forth in his first inaugural; it ran throughout his relations with the soldiers during the great war, and animated his last acts as it had his first. The soldiers fighting on the field and dying in the hospital thought of him, and they said to each other: 'He cares! He makes us fight, but he cares'; and they fought on as they never would have fought without that warmth of feeling for the head of the nation.

"Looking at the matter from any aspect and at any period of Lincoln's life, the prime cause of his greatness and of our present reverence for him is the fact that he was human in the best and truest sense of that fine word, and this is reason enough why the nation loves the name of Abraham Lincoln.

He Taught Respect for Law

"I wish here and now to sound a solemn note of warning. There is today a systematic, nation-wide propaganda being carried on in this country. It is time that the American people should awaken to a realization of the impending danger. Congress and the legislatures of the various states must meet new issues with unflinching courage and de-

termination. Insidious propaganda must be crushed and crushed now. It must not be given the opportunity to feed on the unrest and unemployment that always follow in the wake of a great war. There must be a revival of genuine Americanism throughout the length and breadth of the republic. Respect for law and obedience to authority must again become our watchword. We must revitalize and carry into practical operation the sublime sentiment of Abraham Lincoln who, on one occasion, spoke as follows:

‘Let reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap; let it be taught in schools, in seminaries and in colleges; let it be written in primers, spelling books, and in almanacs; let it be preached from the pulpits, proclaimed in legislative halls, and enforced in courts of justice. And, in short, let it become the political religion of the nation.’”

ADDRESS BY JUSTICE FELIX FRANKFURTER

*Excerpts from an address honoring Dr. Thomas Mann
June 25, 1945, Waldorf-Astoria Hotel, New York City*

THE ADDRESS of Justice Felix Frankfurter, United States Supreme Court, in honor of Thomas Mann, famous author, mentions the values contributed by merging into this country the best thoughts of those whom some of us are foolish enough to have called "foreigners" in a so-called hasty and caustic manner. The vital stabilization of America has been aided, in fact, its very origin came from men and women of foreign fortitude and ability. We should be thankful that those who were outstanding have come into the "woof and warf" of our very life.

"Truth notoriously has a hard time of it. Ancient wisdom admonishes against speaking ill of the dead, and our Puritan tradition constrains us from offending the modesty of the living. I would offend more than Dr. Mann's modesty, if I ventured, assuming I were competent to do so, a critical appreciation of the place of Thomas Mann in the history of creative literature and more particularly of his place in the noble line of great German writers, who spoke not with the tongue of provincialism but with the enduring speech of those who are unbounded by time and space.

"One does not have to be a Vansittartite to believe that the Hitler regime did not come like a thief in the night, that Nazism had a long, much too long, nurturing. The empire of the Hohenzollerns was also a menace to mankind, in that the controlling forces of Germany wanted Germany to be the sun and not merely have a place in it. They sought power to consign others to darkness. But the Nazi Reich at least was a Reichstaat; it was under the rule of law. To be sure, the law was full

of faults and unjustifiable rigors; yet there was a rule of law, and when the Fuhrer, after the June 1934 purge, unashamedly declared, "I am the supreme law of Germany," he merely avowed what every little Fuhrer in his little domain practiced. Where there is no rule of law, the rule of terror, of which we have had such gruesome details lately, inevitably follows. But it falsifies history to believe that the terror was first introduced in 1933. The fact of the matter is that the terror began after the First World War. I need remind you only of the succession of political assassinations—Rosa Luxemburg, Liebknecht, Erzberger, Rathenau. There were manifestations of the terror on a less dramatic, but perhaps more insidious scale. The truth of the matter is that the forces which eventually seized control of Germany proceeded to destroy the internal enemies before they undertook to tackle their external foe. These lawless forces assumed, as they often do, the habiliments of patriotism. They called themselves, and were called, vaterlandish. And many were silent who disapproved the means, because the ends which were promoted were seemingly nationalistic. Another factor contributed not a little to these destructive, anti-rational forces in Germany. It was the fragmentation of democratic-minded opinion under the Weimar Republic. Government became partly deadlocked and partly corrupt through the multiplicity of parties in what was deemed to be a mathematically attainable representation of the various shades of opinion, the differences among which were negligible compared with the difference between a state under the rule of law and a lawless state.

"But events outside Germany were not without influence upon what unfolded within. I believe it to have been of considerable significance that Nazism went from strength to strength until finally it reached power at the same time that the faith in democracy in the great Western nations became less and less vigorous, the democratic philosophy more and more questioned. I shall speak only of some tendencies in this country between the two World Wars. One heard in increasing volume praise of "efficiency" as against the inevitable waste of words—for

democratic government is fundamentally ruled by persuasion, which means words. It is not pleasant reading now to turn to the praise of Mussolini as a "good European," even by those who saw no inconsistency between their devotion to the democratic faith here and their support of Mussolini abroad. One heard much shallow talk about the need for concentration of power; and equally shallow sneers against the doctrine of the separation of powers. These enthroners of the god "efficiency" forgot that the wise Founders of this country were not unaware of the claims of efficiency in government when they consciously sought to avoid arbitrariness of government by guarding against undue concentration of authority in any one organ of government. The Founders were mindful of the eternal dilemma confronting democracy of which Lincoln was so aware when he asked, "Must a government of necessity be too strong for the liberties of its people, or too weak to maintain its own existence?" Worst of all there was gradually inculcated a distrust of an indifference to politics. One heard a good deal of talk about the importance of adjourning politics. Nothing could have played better into the hands of Fascist forces. The adjournment of politics is precisely what Fascism is. Thus, an eminent educator in our Babylonian era thanked Heaven that at his university students were studying politics less and less. And when, at the time of the Spanish Civil War, Archibald MacLeish summoned scholars to an understanding of what was at stake, he was advised by another educational leader that civilization must be nourished in the ivory tower, and that scholars should not take sides in purely political conflicts. As though the untrained and undisciplined response of mankind to social problems is democracy! As though the operations of democracy can be left to chance!

"Democracy is not a safe harbor; it is a perilous journey. Because freedom is at its foundation, democracy is dependent on knowledge, wisdom, and self-restraint beyond all other forms of government. The grandeur of its aims is matched only by the difficulties of their attainment. For democracy is the reign of reason on the most extensive scale.

It seeks to prevail when the complexities of life make demands upon knowledge and undertaking any sympathy never made before, and that, too, at a time when the forces inimical to the sway of reason have new power and subtlety.

* * * * *

“And by crossing the ocean and casting his lot amongst us, Dr. Mann has reinforced another truth. That truth pertains to us, and not to him. It is the inner truth of America. Not the least part of the heritage left by Franklin D. Roosevelt, especially to his own people, is the reminder that ‘we are all immigrants.’ There are humorless folk who are under the delusion that merely because some of those came here on earlier ships, their descendants have superior virtues. To make Americanism turn on blood instead of on completeness of devotion to the spirit of the Declaration of Independence, the Second Inaugural, and the Four Freedoms, is to come dangerously near the abyss into which Nazism finally fell. To differentiate between Mayflower descendants and the Sidney Hillmans, the Charlie Polettis, the Commander Stassens, the Al Smiths, the Booker Washingtons, the Wendell Willkies, is to say the most precious force in the American fellowship is regard, not for the accidents of birth, but for the inherent moral worth of the individual. The essence of the democratic faith is the equal claim of every man to pursue his faculties to the humanly fullest—for his sake, but no less for the sake of society. For nature is the greatest of democrats. She endows men with the noblest gifts, heedless of genealogy. Greatness always remains a mystery—but what is more fitting than that Lincoln should gradually but securely have become the uncontested symbol of America.”

ABRAHAM LINCOLN
AND THE PIONEER RAILROADS
OF THE CENTRAL WEST

*An address before the Kiwanis Club
of Champaign-Urbana, Illinois, February 8, 1945
by C. C. BURFORD, Urbana, Illinois.*

As the birthday of Abraham Lincoln approaches once more, we hear the question, so often repeated, just why did Lincoln emerge to national, international, and immortal greatness from the life of a rural attorney, practicing in such ordinary county seat towns of Central Illinois as Springfield, Petersburg, Decatur, Clinton, Bloomington, Monticello, Urbana, and Danville, and the former county seats of Mount Pulaski and Metamora?

How can we explain Abraham Lincoln in terms of his real greatness as he arose from the commonplace life of the 1840's and the 1850's in what is now known as the Corn Belt of Illinois?

Just why did Abraham Lincoln not remain a commonplace man in a commonplace area of Illinois? Why is his name remembered today, while the names of so many otherwise able lawyers and local political leaders are forgotten? It is because he was and is the champion of world democracy and world freedom. To untold thousands of suffering humanity at this moment, there are two words which hold their last thought of hope: "America — Lincoln."

Why, we ask again, is the name of this "A. Lincoln," as he always signed his name, enrolled upon the scrolls of time and the hearts of men? Why is this man who once travelled the mud-bound roads of Central Illinois from one county seat to another, recognized as one of the greatest thinkers upon the problems of pure democracy and freedom

the world has ever known? There have been, of course, many suggested answers to these questions.

Some writers have attempted to account for this great man by saying he was a mere opportunist, who through a combination of circumstances maneuvered to seize public acclaim and a golden moment to emerge as a truly great leader. They maintain that Lincoln was a "man of the hour," who was tossed upon the pinnacle of leadership amid the travail of a great national crisis. While I study history for history's sake, and not to interpret history for merely religious or theological purpose, yet after a lifetime of studying the career of Abraham Lincoln, I am convinced that he was called by Divine Providence for "a task greater than that which rested upon Washington," to use Lincoln's own words.

There were other Central Illinois lawyers, of course, scores of them. The qualifications of becoming an attorney in Illinois in the 1840's and the 1850's were meager. Yet, many of these attorneys, such as Stephen A. Douglas, David Davis, Orville H. Browning, Lyman Trumbull, to mention only a few, were outstanding in the legal profession. What, then, were the reasons that vaulted Lincoln from a routine practicing lawyer into the high authority and power of the 1860's.

One answer, I am sure, was the opposition to him of Senator Stephen A. Douglas. The career of Douglas was in striking contrast to that of Lincoln. To Douglas—triumphs came early. Arriving in Illinois in the spring of 1833, at the age of 20, Douglas disembarked from an Illinois River steamboat at Meredosia, Illinois, with nothing in the way of capital but his ability, his health, and his youth. Born and reared in the old Green Mountain State of Vermont, of "Yankee" parentage, Douglas was not a Whig, as might at first be assumed. He was a Jeffersonian and a Jacksonian Democrat. Studying law in the crude manner of the mid-1830's, as Lincoln did, Douglas "hung out his shingle" in the small county seat town of Jacksonville. He delivered a stirring speech in the public square of Jacksonville during the spirited presidential campaign of 1836, in favor of his political idol, Andrew Jackson, which

brought him not alone local and county recognition, but also state and national attention, and fastened upon him the nickname of "The Little Giant," which he carried throughout life. Success came early and easily to the dapper youthful Douglas—in contrast to the more plodding Lincoln. Douglas, as a young man, served in the Illinois legislature, as county judge, as circuit judge, as a member of the Illinois Supreme Court, as a member of Congress and as United States Senator. It was the continued opposition and even the personal antagonism between Lincoln and Douglas which caused Abraham Lincoln to emerge as a great man. Historians are united in saying that too much emphasis cannot be paid to the challenge which the talents, the ability, and the personality of the youthful and charming Douglas hurled in the very face of the more reserved Lincoln.

The Coming of the Railroads

Another reason I am certain aided the young Mr. Lincoln to emerge into prominence, and eventually into greatness, was the building in Illinois and the Central West of the pioneer railroads. Upon first thought, especially since railroads are commonplace today, one might say there is danger in thus over-emphasizing the importance of the early railroads of the Mid-West in the career of Abraham Lincoln. Upon the contrary, I hold that the influence of the construction of the railroads, the first "big business" to appear before the eyes of Lincoln as a young attorney of Springfield, has been heretofore minimized in the evaluation of the growing greatness of our Civil War leader. I am certain the building of the pioneer railroads across the prairies of Illinois was one of the main factors in placing Lincoln apart from the many other able attorneys of equal ability.

The pioneer railroads, together with steamboats and canal boats and highways, formed a stimulating and constant challenge to the minds of men, to the large concepts of thinking in Illinois and in the Central West from 1836. Transportation was a real, vital problem. Unless a satis-

factory form of transportation could be devised, much of the rich soil of the state could never be settled, at least "back" from the rivers. Illinois, with as fertile a soil as the Creator ever made, was hopeless and helpless without adequate transportation. It was unthinkable that a state of the size and potential importance of Illinois should lie undeveloped for decades, with only a fringe of population along its rivers and along Lake Michigan.

There were several suggested solutions to the transportation riddle. One answer was obvious, more use of steamboats, flatboats, other forms of craft on the Mississippi, Ohio, Illinois and Wabash Rivers, and even on the Rock, the Kankakee, the Kaskaskia, the Embarrass, the Sangamon, and on scores of smaller streams. The project of building canals was also widely discussed, with many "pro" and "con" arguments. Of all the proposed canals, only one, the Illinois and Michigan canal, was ever extended into the "completed" stage. This canal was projected as early as 1825. It was not "completed" until 1848. It connected the Illinois River, at a point between Peru and LaSalle, with the south branch of the Chicago River on the far southwest side of Chicago. But rivers and canals were blocked by ice for weeks during the winters. Canals were subject to overflows, washouts, cave-ins, and other difficulties.

Highways, chiefly planked roads, were also favored in certain communities, especially in what is now the west suburban belt of Chicago. Highway construction was a hazardous undertaking. The "planks" were nothing more than great logs rolled side by side on the highway. There was little or no underpinning and no ballast. The logs had a tendency to sink. Horses caught in these depressions were crippled, and usually were shot because of broken legs. Loaded wagons and stagecoaches frequently overturned, especially if they approached the edge of the planked road. It seemed, therefore, that the transportation problem was not to be solved with steamboats, canal boats, or "plank" roads.

Gradually, men's minds began to consider another solution. Railroads, crude as the pioneer lines were, gained men's attention and



Main Street, Champaign, Illinois, 1858.



Joseph Kuhn clothing store and the First National Bank
Main Street, Champaign, Illinois, 1865.



Three buildings on Main Street, Champaign, Illinois owned by Jos. Kuhn & Co., 1946

raised their hopes. These pioneer railroads presented Lincoln one avenue of escape from the doldrums of his commonplace surroundings in the Central Illinois of the early 1850's. The gigantic undertaking of building pioneer railroads in the wilderness of Illinois in the early 1850's was a constant challenge to the expanding energies of men in Illinois and in the Central West.

Lincoln, in the 1850's, began to lose interest in the older modes of transportation—the covered wagon, the stagecoach, the flatboat, the canal boat, even the horse and carriage, and also the saddlehorse. Before him, as the 1850's were unrolled, loomed the shape of things to come in the form of new methods of transportation. The railroads, with the telegraph, afforded the growing mind of Lincoln new vistas of transportation and of communication. It is interesting to see how the mind of Lincoln, the prairie lawyer, grew by leaps and bounds as the railroad became a usual form of travel after 1850.

As a member of the Illinois General Assembly in 1836, sitting at Vandalia, Lincoln was heartily in favor, as was Stephen A. Douglas, of those internal improvements which would terminate the transportation backwardness in Illinois. A record of this 1820 to 1841 Vandalia general assembly is interesting. (It was not until 1841 that the legislature convened in Springfield). Most of our counties, at least the counties north of Vandalia, were "carved," as the expression was used. For instance, Vermilion County, including Champaign County, was "carved" in 1826. Champaign County was "cut off" from Vermilion County and "carved" as a county in 1833. Scores of other Central and Northern Illinois counties were established in the 1820's and the 1830's by the legislature at Vandalia.

A vast "Internal Improvement Bill" was passed by the Illinois legislature at Vandalia in 1836. But the "panic" of 1837 brought ruin to all hopes of improving Illinois' forlorn transportation puzzle. Illinois was left with a debt of \$14,000,000, a staggering sum for so young a state, with undeveloped, but with potentially great resources.

The only railroad to show for the huge debt of \$14,000,000 was a mere piece of a railroad, not begun until the spring of 1838, eastward from Meredosia on the Illinois River. It was, in reality, more of a hope than an accomplishment. This railroad was indeed crude. The rails were merely strings of timber stretched lengthwise over a number of ties, the timbers being covered with strap-iron which served as "rails." The engine was ridiculously small. Frequently, it was off the track. Weeds and grass grew over the strap-iron, which, when wet, easily tumbled the snorty little engine into the ditch. Often the so-called rails became loose, and projecting upward, pierced the floor of the cars. The engine itself was frequently out of repair. No competent engineer was present. Ofttimes the locomotive had to be detached and sturdy horses or mules substituted for motive power.

The first engine designed for this pioneer railroad was lost at sea. Destined for shipment by the all-water route from Philadelphia down the Delaware River, into the Atlantic Ocean and through the Gulf of Mexico, thence up the Mississippi and the Illinois Rivers to Meredosia, Illinois, the vessel conveying the tiny locomotive was sunk by ocean gales.

But pioneer railroad builders were undeterred by such a slight mishap. A second engine—named the "Rogers," for locomotives were named in those years—was promptly dispatched, once more by the all-water highway. This time the little engine arrived safely on the steamboat landing at Meredosia, there to begin its catch-as-catch-can existence as a trail-blazer for the future railroads of Illinois and the Central West.

The eastward extension of this "Northern Cross" railroad, later known as the Great Western, and still later, under various reorganizations as the Wabash, was painfully slow. Begun, as we have noted, in 1838 at Meredosia, it did not reach Jacksonville, a few miles eastward, until 1840, and Springfield in 1842. Events moved slowly a century ago. People seemed to have had more time and were not in a hurry to accomplish results. If railroads were tardy in coming and were delayed in

becoming usable and serviceable in Illinois, what difference did that make? People could wait—speed was not a necessity.

This railroad, creeping into Springfield in the spring of 1842 was Lincoln's first contact with "The Iron Horse." It was not until 1856, or 14 years later, that the Great Western railroad, as it was then known, reached Danville and the Illinois-Indiana state line.

But other railroad grist was in the mill. The Galena and Chicago Union, projected from Lake Michigan to the Mississippi River area of Galena, Illinois, was begun in 1849. Rails were laid by 1850. Trains were operating drawn by another diminutive locomotive appropriately named "The Pioneer." Grain was actually being transported into Chicago over strap-iron rails in the early 1850's. Elgin was reached within a few months and later Aurora, these tracks being now part of the Northwestern Lines and Burlington Route.

National events loomed large for Illinois railroad enthusiasts in 1850. The two United States senators, Sidney Breese and Stephen A. Douglas, each sponsored in Congress a bill appropriating large areas of the public domain for the benefit of the projected Illinois Central System.

Construction of the Illinois Central was begun zestfully at both Cairo and Chicago in 1851. It was a bold plan to construct over 600 miles of track through a vast, undeveloped wilderness. The distance from Cairo to Chicago alone was 366 miles. The so-called "main-line" of the new Illinois Central was projected north through almost the exact center of the state from Cairo to East Dubuque, with "a branch" from Central City, just north of Centralia, to Chicago. Today, it is a case of the tail wagging the dog. The "branch" has become the main line, with fleet streamliners and ponderous freight trains flashing between New Orleans and the Deep South into Chicago, while the "main line" from Centralia to East Dubuque is now only "a branch," with no passenger service.

Every form of handicap existed for the builders of the infant Illinois Central Railroad. The state of Illinois was totally undrained. Vast areas were mere swamps, marshes, or perhaps "sloughs." Much of the now

fine farming regions were entirely covered with water in the spring. A myriad of creeks and small rivers had to be bridged with wooden trestles, supported by trees driven into the streams and in the abutting muddy flats to serve as pillars or bridge supports. Many of these streams were indeed sizeable, such as the Big Muddy at Carbondale, the Kaskaskia at Vandalia, the Sangamon at Decatur, the Mackinaw north of Bloomington, the Illinois at LaSalle, the Rock at Dixon, the Kankakee at Kankakee, and the Calumet in the Chicago area. These rivers overflowed their banks each spring. There were wide marshes on either side of the stream-bed proper. It was no small task to build the bridges for these larger streams and scores of smaller creeks.

All work was hand labor and horse labor. Vast gangs of Irish workers were imported to work on numerous railroads. These laborers were the origin of much of our fine citizenry today of Irish descent. Power machinery, of course, was unknown. Ties and rails were often laid on top of the ground with only slight effort to provide ballast. Sanitary conditions were utterly crude. Laboring men drank water from shallow wells or from streams. Wells were merely holes in the ground, filled with surface water. Fevers, especially typhoid, were prevalent. Measles and "consumption," took their deadly toll. Cholera broke out in the LaSalle labor camp. The laborers fled. Snakes were plentiful, the rattlesnake and the copperhead being found by the hundred. The history of the Central West can never be properly written until full and complete respect has been rendered to His Majesty, the Rattlesnake. Large flies existed in clouds, especially the great blow-fly and the great green fly, to torment the overworked horses into a frenzy. Yet in spite of all of the hazards—geographical, geological, biological—the building of the Illinois Central railroad progressed steadily until by the spring of 1856 the last section, that between Champaign and Mattoon, was "completed," at least trains were operated more or less regularly.

Other railroads were projected in Illinois and adjoining states, es-

pecially in Indiana and in nearby Michigan, to unite Chicago with the East, where railroads had been constructed a few years earlier. Many of these projected lines died a-borning, yet many were built, with trains in operation by the mid, or late, 1850's. What are now parts of the Northwestern, Rock Island, Burlington, Alton, New York Central, Baltimore and Ohio, and the Wabash, were constructed. It is tempting to pause to study these railroads individually. But our theme is the effect upon the mind of Abraham Lincoln of those pioneer railroads. Men's minds were charged. It was a bold scheme, a fantastic undertaking—this plan of building railroads through a wilderness. The contruction of the Illinois Central railroad from Cairo to East Dubuque and from Centralia to Chicago was a challenge to forward-looking men.

Money, and in large amounts, too, was required even in those days when labor was plentiful and inexpensive and when materials were abundant and relatively cheap as well. Men who had been satisfied with traveling by stagecoach or canal boat or steamboat were now vitally interested in the financing and the construction of Mid-western railroads and were willing to invest money.

Many men and women whose names have become famous in both Great Britain and America were investors in the Illinois Central Railroad. Hon. William E. Gladstone, later the Prime Minister of Great Britain, placed money with the Illinois Central. Sir Joseph Paxton, English statesman, for whom our neighboring city of Paxton, Illinois, was named, also invested. Abram S. Hewitt, a son-in-law of the great Peter Cooper, and himself a large industrial leader, was an early Illinois Central investor, as was James C. Fargo, of the well-known Wells-Fargo and Company, Express. You will recall the motion picture, "Wells-Fargo," portraying the establishment of package freight and money shipments across the Great Plains. Wendell Phillips, great abolitionist leader, and Harriett Beecher Stowe, author of "Uncle Tom's Cabin," were also investors in Illinois Central shares. Ably aiding in the origin of the Illinois Central was Robert Rantoul, industrialist and political leader

of Massachusetts, who succeeded Daniel Webster as United States Senator from Massachusetts. The railroad company named a station, now our adjoining city of Rantoul, in his honor. Appropriately, the portrait of Robert Rantoul, now hangs in the assembly hall of the municipal building of Rantoul. William Mattoon, for whom Mattoon was named, was an early official of the Illinois Central.

Lincoln's Interest in the Railroads

Abraham Lincoln, at once became vitally interested in the growth and upbuilding of the Illinois Central and in roads which later became known as the Rock Island, Alton, and Wabash.

Lincoln, in 1851, at the age of 42 and entering his adult period of life, was confronted by this challenge of big business knocking at the door of his Springfield law office. Corporations, the railroad companies, were in Illinois. They needed legal aid and advice. They needed attorneys qualified to represent them in local courts, in county courts, and in the Illinois supreme court and the United States courts.

Lincoln's first fee as a railroad attorney was paid him for services for the Illinois Central railroad for condemnation of a right-of-way in Champaign County. The fee was \$25. Lincoln allied himself with Clifton H. Moore, Clinton, Illinois, who was one of the leading attorneys for the Illinois Central. Moore handled practically all of the Illinois Central business in DeWitt and McLean counties. Lincoln tried numerous right-of-way condemnation suits for the railroad company.

The McLean County Tax Case

The Illinois Central Railroad was "completed" from LaSalle to Bloomington in the spring of 1853. Naturally, the opening of such a widely heralded event as a new railroad was a matter of public interest. Naturally, also, the taxing authorities of McLean County saw a way, perhaps an easy way, of increasing the county revenues by levying the usual real estate and personal property taxes upon the company's right-

of-way, and other holdings within the county. The levy was made and the company was called upon to pay.

The charter which the Illinois state legislature had given the Illinois Central railroad in 1851 provided the company should pay into the state treasury, for six years, five per cent of its gross earnings, and thereafter, if, and when, a state tax was levied, seven per cent of its gross earnings.* In lieu of such payment, the company was to be relieved of payment of the usual real estate and personal property taxes as long as these percentages were being deposited with the state treasurer. The McLean County taxing authorities seemingly ignored this provision, or rather contended that the state legislature had no authority to permit such a provision to go into the state charter. McLean County insisted that while the state was receiving a fair share of revenue from the Illinois Central, the county was receiving no tax benefits at all.

The railroad company challenged the authority of McLean County to levy and collect local county taxes upon its own property. The case came to trial in McLean County circuit court. Abraham Lincoln represented the Illinois Central railroad. The jury, as might be supposed, favored the county in this new and unknown case. Juries in local courts sometimes have a way of favoring the home county boys, and of "soaking" the outsider, especially if the stranger within their gates should be a corporation. Because of this fact, Lincoln more or less expected to lose this case in the McLean County circuit court; he did, and promptly appealed it to the Illinois Supreme Court.

*The Charter Tax of the Illinois Central Railroad Company has been an interesting phase of the company's financial structure for approximately 90 years. Only the briefest summary can be presented here. Charles A. Helsell, General Solicitor of the company, presents the matter in a pamphlet entitled "The Charter Tax of the Illinois Central Railroad Company."

In this statement, Mr. Helsell says:

"For about 80 years the company paid the State of Illinois, as the so-called charter tax, seven per cent of its gross income. This payment continued for so long a time that it was generally assumed that the company was obligated to pay to the State in any event seven per cent of the gross income derived from the operation of the charter lines. It is a good illustration of the ancient legal maxim—*communis error facit jus*—common error sometimes passes current as law. The purpose of the company in this statement is to prevent the perpetuation of the fallacious reasoning which produces this conclusion. During the years when a state tax was levied on property generally, the obligation of the company was to pay seven per cent. Now that no state tax is levied (none has been levied since 1932) the full obligation of the company is to pay but five instead of seven per cent of the gross revenue derived from the operation of the charter lines."

He was ambitious to enter a higher type of case and this "railroad law" permitted him to do so. The legal problems of steamboat companies operating on the Mississippi, Ohio, and Illinois Rivers were the only other type of corporation law which Lincoln could possibly have known. But most, or at least many, of the steamboats plying the Western rivers were privately owned and operated. Railroad cases, to Abraham Lincoln in the early 1850's, were his only corporation cases. They were the only "big" cases for this Eighth Judicial Circuit lawyer.

There is abundant evidence that Lincoln wished to become a "big" lawyer, to handle "big" cases. He was growing, mentally and professionally. He sought for and secured an appointment as counsel for the Illinois Central, and later for what are now the Rock Island, Alton, and Wabash railroads. He was becoming, in truth, a corporation lawyer.

There is also evidence that Lincoln could have allied himself against the railroads as well as in their behalf if he had been properly retained. The matter of fees was important. Lincoln, in 1849, was entering his "forties." Life to him, as well as to many other leaders, begins, so it is said, at 40. His family was growing. His expense account was mounting. If he were to arise in his chosen profession of the law, he should be "doing something" in the way of securing larger cases which would bring higher fees.

At any rate, he was "trammelled" as he wrote September 12, 1853, from Bloomington, Illinois, to "T. R. Webber, Esq." of Urbana, Illinois, whether he should ally himself with Webber against the railroads or should enter the courtroom in behalf of the railroads. Webber was county clerk of Champaign County. He was the great-grandfather of Charles M. Webber, County Judge of Champaign County, Illinois, in 1946. This letter is now the property of Judge Webber, and hangs, neatly typed and framed, together with the original letter and accompanying envelope, in the office of Judge Webber, in the Champaign County Court House, Urbana, Illinois. It is one of the most valuable bits of Lincolnia extant in Eastern Illinois. It reads as follows:

"On my arrival here to court, I find that McLean Co. has assessed the land and other property of the Central Railroad for the purpose of county taxation. An effort's about to be made to get the question of the right to so tax the Co. before the court & ultimately before the supreme court and the Co. are offering to engage me. As this will be the same question I have had under consideration for you, I am somewhat trammeled by what has passed between us, feeling that you have prior right to my services, if you choose to secure me for a fee something near such as I can get from the other side. The question, in its magnitude, to the Co., on the one hand, and the counties in which the Co. has land, on the other, is the largest law question that can be got up in the state, and therefore, in justice to myself, I cannot afford it, if I can help it, to miss a fee altogether—if you choose to release me, say so by return mail and then an end—if you wish to retain me, you better get authority from your court, come directly over on the stage, and make common cause with this court."

There are many points of interest in the above letter. McLean County was determined, in spite of the local tax exemption granted the Illinois Central in its state charter, to assess "The Co." as Lincoln expressed it, on their land and other property, within McLean County. Evidently, Champaign County was thinking of the same action. Evidently, again, Lincoln had discussed the matter with County Clerk Webber of Champaign County. Still more, Lincoln had, partly at least, committed himself to serve as Webber's attorney, as Champaign County's attorney, against the "Central Railroad." Lincoln was puzzled. He wanted and needed a fee of sizeable amount. He knew "The Co." could and would pay a larger fee to an attorney than even a group of local counties. It is apparent that Lincoln was attempting to withdraw from Webber's side of the case, if he could do so gracefully. Lincoln wished to align himself with "big business." After all, Mr. Webber was only county clerk of one Illinois county. The Illinois Central Railroad Company was a large corporation for these years, with its chief office in New York City. British capital, Eastern funds, were invested in it.

Lincoln knew full well, as the old saying goes, "on which side his bread was buttered."

He gave Webber several loopholes through which he could release him from partially retained services. The fee was one factor. If Webber and Champaign County and even a group of associated counties, each seeking to tax the Illinois Central, could not pay Lincoln a fee such as he could secure from "The Co." then Lincoln, "in justice to myself" should not sidestep a fee which a corporation could pay.

Lincoln, too, rather cleverly places several stumbling blocks in Mr. Webber's path. Webber must "get authority from your court," that is, from Champaign County officials. This might take some time, might be postponed, might not even be granted at all. He also asked Webber to make the slow stage trip to Bloomington "to make common cause with this court," that is, McLean County. A stage trip from Urbana to Bloomington and return was a tedious undertaking. Long continued rains might detain Webber in Bloomington for several days. Court action in McLean County might be delayed or postponed, making several trips necessary for Mr. Webber. Besides, Webber was the duly elected county clerk of Champaign County and was supposed to be on duty in his office. Long absences might be difficult to explain to voters. There is also no direct evidence that Champaign County was eager to immediately make "common cause" with McLean County in an effort to obtain local taxes from the Illinois Central. At any rate, Lincoln, freed from Champaign County service, was able to enter the arena of the law for the Illinois Central Railroad, the largest corporation in Illinois. Small wonder that Lincoln, in writing to Mr. Webber declared, "This question, in its magnitude, is the largest law question which can be got up in the state." Observe, please, the crude English which Lincoln employed in 1853 in a letter, in which he used the words "can be got up" in comparison with the stately cadence of his later writings, as for instance, the Farewell to the Citizens of Springfield, 1861; his First Inaugural Address, 1861; his matchless Gettysburg Address, 1863; and his Second Inaugural, 1865.

Lincoln grew immeasurably in intellectual strength and in literary style while he was rising to the heights of his professional career in the practice of law.

Illinois Central Case to Illinois High Court

Lincoln promptly appealed the McLean County tax case to the Illinois State Supreme Court. The case was of immense importance to the Illinois Central Railroad Company, as it was to Lincoln personally.

From the company standpoint, the decision would be one of the most important in the annals of the Illinois Central Railroad. Obviously, if McLean County could assess taxes against the property of the railroad within the limits of the county, in defiance of the company's state charter exemption from local taxation in Illinois, as long as the percentage proportions of gross earnings were paid to the state treasurer, then each and every one of the counties from Cairo to East Dubuque and from Centralia into Chicago could do likewise. A glance at the map of Illinois will show that the Illinois Central passes through, or at least touches, approximately one-third of the 102 counties of the state. Obviously, if McLean County could "get by" with its plan for locally taxing the Illinois Central, then other counties could do the same, while, very obviously, the State Treasury would be demanding the five per cent of its gross earnings, at one and the same time. Such double taxation would have ruined the company, would have prevented, in all probability, the completion of the road. Likely, because of this legal difficulty, progress would be exceedingly slow in opening the entire Illinois Central to train service. It was not until the spring of 1856 that the last rails were laid between Champaign and Mattoon. This was three years after trains were operating between LaSalle and Bloomington. If the company had been forced to satisfy local taxing bodies in addition to meeting its percentage obligations to the state treasury, it is probable that the railroad might not have been completed into Chicago—that this great artery of passenger and freight transportation might not have been

finished in time to have made its great contribution to the winning of the Civil War in "The West," that is, in the campaigns which resulted in the capture of Fort Henry and Fort Donaldson, the siege of Vicksburg and the opening of the Mississippi River.

Lincoln's Fee Amazes Railroad Officials

Lincoln filed a bill of \$5,000 for legal services against the Illinois Central. His bill was actually for \$4,800 as he had been paid an advance retainer fee of \$200. The officials of the company in New York were astounded. They did not pay a New York attorney as large, or larger fee. Why pay such an exorbitant amount to a more or less "unknown" out in "the sticks" of Illinois?

Lincoln stood his ground. He presented depositions from a number of attorneys stating they did not consider the bill for \$4,800, or the total fee of \$5,000, as unreasonable in view of the service rendered and the decision secured, saving the company vast sums of money. He had saved the company from paying tax bills so staggering as to have crippled it financially, as well as having prevented stoppage of work on uncompleted portions of the road. In a large measure, Lincoln had saved the "Central." He had also saved and preserved the line to render its full service to the later Union cause when it was able to rush troops and supplies from Chicago, from Illinois and from the Northwest, to Cairo at the junction of the Ohio and the Mississippi Rivers from whence they were distributed down the Mississippi and up the Ohio, Tennessee and the Cumberland Rivers to points of military advantage. Without the Illinois Central Railroad, moving soldiers and supplies to these mighty mid-western rivers, the Union cause "in the West" would probably never have triumphed.

The Illinois Central officials continued to pay no attention to Lincoln's demand for the approximate \$5,000 fee. After waiting several months, Lincoln sued the company in McLean County Circuit Court, securing judgment.

In the summer of 1857 Lincoln made a trip to New York to press his demand for payment on the judgment. He took his family with him. They visited Niagara Falls and went into Canada a few miles—the first time Lincoln had ever been outside the United States. The company officials declined to make payment to Lincoln and ignored the judgment.

Lincoln returned to Illinois and to Bloomington, where he appeared in McLean County Circuit Court and asked for an execution to levy upon the property of the company in sufficient amount to satisfy the judgment. The company then paid in the late summer of 1857. It was extremely fortunate for Lincoln that payment was made before the "panic" of 1857 broke, for it would have been difficult for the company, even in face of a judgment and a levy, to have paid so large a bill.

What were the net results of this interesting lawsuit, in all of its many angles, in the career of Abraham Lincoln? Tremendous! is the answer. In the first place, Lincoln was now fully accepted as a corporation attorney of parts. He could ask a large fee. He could collect. Attorneys, not alone in Illinois, but throughout the country, now realized that a recognized attorney, a fully accredited corporation attorney, was practicing law successfully in the Illinois courts. Furthermore, Lincoln's opponent of the years, Stephen A. Douglas, realized that this man Lincoln was a lawyer and a "comer" with whom he must reckon. Lincoln could not be dismissed with a gesture of the hand as a mere circuit riding lawyer, handling petty cases in local courts. Undoubtedly, this case did more to advance Lincoln personally and professionally than any other case he ever tried. The name of Abraham Lincoln was now one to conjure with. Lawyers who opposed him met the mention of his name with grave faces, an opponent worthy of their best talents. Lawyers who were working with him smiled approvingly as if to say: "This successful railroad attorney is on our side."

Without question, the favorable termination of this "McLean County Tax Case" as it was called, contributed greatly to Lincoln's prestige when the celebrated Lincoln-Douglas debates were held in the late sum-

mer and fall of 1858. Lincoln could meet the dazzling Douglas in public debate because he had been successful in the practice of law, because he was an attorney who had been paid a fee of importance enough to win the approbation of the legal profession. The McLean County Tax Case, in the last analysis, was one of the real spring-boards by which Abraham Lincoln became President of the United States during the Civil War and thereby achieved immortal greatness.

Lincoln continued, regardless of his suit, to serve the Illinois Central as an attorney throughout the years until he went to Washington as President. He constantly carried a pass on the railroad as "Attorney." In 1859 he conducted a group of Illinois Central officials over the railroad to study its properties. Apparently, the fact that he had made the company "toe the mark" did not affect his standing with the officials.

In the spring of 1860, just a few weeks before the picturesque Wigwam Convention in Chicago in May nominated him as the Republican candidate for President of the United States, Lincoln spent two weeks in Chicago trying a case in United States Circuit Court for the Illinois Central Railroad. The case involved the accumulation of a sand-bar in Lake Michigan along the Illinois Central's trestle entrance into Chicago along the lake shore.

The Rock Island Bridge Case

Another notable case in which Abraham Lincoln served as attorney in an important railroad case was in 1857 in United States District Court in Chicago. This was a case brought by the owners of the "Effie Afton," a Mississippi River steamboat which struck a bridge pier of the Rock Island railroad bridge across the Mississippi between the cities of Rock Island and Davenport. The case, technically, was "Hurd *vs.* Rock Island Bridge Company," but is usually referred to, in Lincoln literature, as the "Effie Afton Case."

The case involved interstate commerce. The steamboat, a palatial one, was ascending the Mississippi to St. Paul from Pittsburgh. She

carried a cargo said to have been worth \$50,000 as well as 200 passengers. The boat struck one bridge pier, and then bounced into another pier, setting both the bridge and boat ablaze when a stove overturned aboard the steamboat.

The "Effie Afton" company sued the bridge company. The suit was based upon the allegation that the bridge constituted an obstruction to navigation.

This bridge across the Mississippi River between Rock Island and Davenport was the first one to span the great Father of Waters. Railway and bridge engineers maintained, in the early 1850's, that railroads must terminate at the water's edge, with no attempts to bridge the major Mississippi and Ohio Rivers.

Engineers of the 1850's seemed to have been correct in their judgment against bridges for there was scant iron available. River bridges were built of mere timbers, with great trees sunk into the streams to serve as bridge piers. "Just how," they inquired, "can you sink wooden posts or trees 20 or 30 feet into the depths of the Mississippi or Ohio Rivers for piers? Where would trees of that height and strength be available? Furthermore, these large rivers, especially the Ohio, are frequently flooded. Water might run 50 feet in depth under—very probably through and over—a railroad bridge, carrying the structure down."

However, one answer came to this question at Rock Island. The Island of Rock Island itself formed one basis for meeting this challenge. The Rock Island Bridge Company built a wooden trestle over the narrow channel of the river to the island, thence across the island, thence across the wide expanse of the river into Davenport. The island provided a stepping-stone in this, the initial effort to bridge the Mississippi River.

Many historians claim that the "Effie Afton Case" rested, in the final analysis, on the rival commercial interests of Chicago and of St. Louis. Clearly, the building of railroads from Chicago to the Mississippi would divert freight from the Upper Mississippi away from St. Louis and into Chicago. Further, the building of bridges across the great stream would

automatically open Northern Missouri, Kansas, Nebraska, Iowa and the Northwest to Chicago trade and, again, away from St. Louis. Still more, it is alleged by some historians that the entire group of river cities from Pittsburgh to a point north of St. Louis had contributed funds to fight the railroads and the railroad bridges and to preserve the commerce of the great Middle West by the rivers to the river cities. It is also held that the case involved one of the last show-downs between the steamboat and the railroad. It is also suggested that the celebrated "Effie Afton" case was an echo of the growing hostility of the South against the North and the determination to prevent the steamboats, which drew trade to Southern ports, from being ruined by the rapidly expanding network of railroads in the North.

Be all those things as they may, the "Effie Afton Case" was one of real importance involving both Abraham Lincoln and the railroads of the 1850's. Regardless of the merits of the case, whether the steamboat struck the bridge "on purpose," as was alleged, or whether the bridge and the bridge piers constituted a real obstruction to interstate commerce, the suit was an important case of transportation litigation.

An impressive battery of counsel was retained on each side, with four lawyers, including one, Thomas D. Lincoln, Cincinnati, (not related, at least not closely, to Abraham Lincoln) appearing for "Hurd," and four attorneys, including Abraham Lincoln, presenting the case for "The Rock Island Bridge Company."

Abraham Lincoln and his fellow attorneys spent several days at Rock Island studying the lay-out of the controversial incident. Lincoln was an old-time river man, yet now allied with the growing cause of the new railroads. He had known, intimately, steamboats and flatboats on the Ohio, Mississippi, Illinois and Sangamon Rivers. He had travelled the Ohio River as a youth, having lived near its banks in southern Indiana between the ages of seven and twenty-one. He had made two round trips down the Mississippi to New Orleans, one trip including the Ohio, the second the Sangamon and the Illinois. He knew the boats, he knew



During the 1860's this structure on the southwest corner of Main and Market Streets, occupied the site of the present Lincoln Building. It faced east on Market Street, then the principal business thoroughfare of Champaign. The Lincoln Building now faces north on Main Street. Joseph Kuhn's first store, located at the corner of Market Street and University Avenue, overlooked the Illinois Central tracks, the Doane House, lumber yards and grain elevators—the Commercial "pulse" of early Champaign.

Stores bore impressive metropolitan and geographical names, such as "The New York Store," "The Boston Store" and "Great Western Clothing Store." Godfrey C. Willis' emporium was first known as "Willis' Philadelphia Store." Another name prominent in Champaign was that of S. Bernstein, father of the late Mrs. Nat C. Cohen, and grandfather of Julius and Sol Cohen, Urbana musicians.

Note also the two Garst signs. Board sidewalks, definitely better than no walks at all, were common. The hitching posts, a horse tied beneath the wooden awning, a box to assist riders in mounting and dismounting, were familiar sights when Champaign was young. A wooden street-crossing helped pedestrians.

We may smile at this commercial vista of long ago—but Champaign was even then an up-and-coming city, as evidenced by its three-story buildings. Upon these beginnings, and through the worthy labors of pioneers such as Frank Walker, Joseph Kuhn, and George F. Beardsley, our contemporary business life was built, and now progresses into that "vast future."—C. C. BURFORD.

AN ELITE SOCIAL EVENT IN "CHAMPAIGN CITY," ILLINOIS

Invitation to the Grand Inauguration Ball in honor of "Honest Old Abe," given the evening of March 4, 1861, in the Doane House, a hotel which also served as the station and ticket office of the Illinois Central Railroad Company in "Champaign City, Illinois." This hotel stood on the north side of Main Street, east of the Illinois Central tracks. Before the then "stately" Doane House was erected the company built an earlier depot in "West Urbana" or "Urbana" or merely "The Depot."

I have made a diligent search to find the date of the erection of the Doane House, but without success other than the general fact that it was built between 1855 and 1861, probably about 1857 or 1858. A definite contribution to the history of Champaign and the Illinois Central Railroad would be made if the date of its erection could be established. H. C. Knapp, City Passenger and Ticket Agent; Illinois Central System, Champaign, kindly assisted me, by asking the offices of the Company in Chicago to determine the exact date but even these efforts were fruitless. Who has this information?

I have one childish recollection of it when, with my parents, I took a train there enroute to Paxton, Illinois, from Farmer City, Illinois.

A spectacular fire, so familiar to and well remembered by "Old-Timers," started at 7:45 A. M. July 12, 1898 and after burning for many hours completely destroyed this historic structure.

C. C. BURFORD

GRAND

Inauguration Ball,

IN HONOR OF

HONEST OLD ABE,

To be Given March 4th, 1861,

AT THE

DOANE HOUSE,

CHAMPAIGN CITY - - - ILLINOIS.

Yourself and Lady are Respectfully Solicited to Attend.

COMMITTEE

N. BEASLEY. Champaign	{	A. BERRY. Champaign
Wm. OLIVER, do		J. DUNLAP, Urbana,
GEO. SCROGGS, do		E. SHERMAN, do

MUSIC BY CLARK'S QUADRILLE BAND.

None but those invited will be admitted.





One of the first brick homes in Champaign, Illinois where Lincoln stayed on visits in connection with the Circuit Court. At that time it was owned by John W. Baddeley and later became the home of Joseph Kuhn.



Masonic Temple, Champaign, Illinois now on the site of the old Joseph Kuhn home shown above.

the speech, or the "parlance," of the river men. And yet, he was now working, seemingly, against Ol' Man River and in favor of the new-fangled railroads which had the audacity to fling at least one bridge across the Mississippi.

Lincoln and his co-attorneys prepared their case with the utmost care. So did the attorneys for the steamboat company. They had models of the bridge and of the steamboat, also many maps of the river and the area, including the island of Rock Island and surrounding towns and terrain. They studied river currents, river depths, river conditions. We will dare hazard the opinion that fewer cases at any time have been taken better prepared into United States Courts, than this one.

The case involved the time of judge, jury, counsel, and witnesses for three weeks. The testimony was exceptionally detailed. Witnesses were actively cross-examined. Many expert witnesses were called, men who knew river currents, river depths, river craft. Their opinions were laid before the jury. Arguments were long and tedious, as was usual in those days. Abraham Lincoln spoke seven hours in final argument before the jury; all one afternoon and again the next morning. And as if to make the complexity of the case more complicated, no one will ever know the final outcome—for the jury disagreed. The case was dropped from the docket and in spite of its importance to both river men and to railroad interests, it was never reopened. Technically, Abraham Lincoln may be said to have won the case, for since it was never redocketed, the apparent right of railroads to construct, maintain and operate bridges over major navigable rivers remains unquestioned, as long as provisions are made for the passage of navigation below the bridges.

Lincoln and McClellan Meet

While handling a case for the Illinois Central Railroad in DeWitt County Circuit Court, Clinton, Illinois, Abraham Lincoln met, for the first time, the man who as a Union general in later years, was to cause him so many headaches and heartaches. He was George B. McClellan,

whom Lincoln appointed as the first active Union General in the field, for General Scott, technically in command, had retired early in the war because of advanced age.

McClellan had graduated from the United States Military Academy, West Point, had distinguished himself in the Mexican War and had served as an observer in the Crimean War. Here was a man who had abundant training, with superior generalship, for his duties as commanding officer in the opening months of the Civil War. Yet his indecision almost cost the war to the Union cause.

Resigning his commission in the army, McClellan turned to railway civil engineering work. He had taken a position as a civil engineer with the Illinois Central Railroad and had advanced to the post of chief civil engineer. His testimony was needed in a case which Lincoln was handling for the Illinois Central in Clinton. It was in the little county seat town of Clinton, Illinois that Lincoln and McClellan, in their capacities as railroad officials, first met face to face. McClellan not only served as a disappointing general for Lincoln as President, but he remained a critic of the President throughout the "War Years," and in the fall of 1864 was Democratic candidate for President in the second campaign which Lincoln made for the presidency.

Another probable railroad contact between Lincoln and men whom he was later to know in the Civil War period was possibly that with Ambrose E. Burnside, whom Lincoln appointed commander of the Federal armies following the retirement of General McClellan. Burnside was in command at the ill-fated Battle of Fredericksburg, when a slaughter of Union soldiers occurred, with the ranking generalship passing then to General Joseph Hooker. In the later 1850's, Burnside was cashier in the land office of the Illinois Central railroad in Chicago.

The Lincoln Douglas Debates of 1858

The Lincoln-Douglas Debates of the late summer and fall of 1858 remain one of the world's greatest oratorical encounters. Some historians

maintain these debates surpassed the great Webster-Hayne Debates in the United States Senate over slavery and other topics involved in "The Impending Crisis." But there were no transportation problems in the Webster-Hayne conflicts, for they were held in the Senate Chamber. Not so with the Lincoln-Douglas Debates. Freeport, for instance, in Northern Illinois, is about 350 miles from Jonesboro, in Southern Illinois. The Lincoln-Douglas Debates required extensive use of existing transportation lines, with the railroads being used for the most part; steamboats for only a few short trips.

In brief, the Lincoln-Douglas Debates were held because the new railroads made them possible. Also, it was this series of debates which greatly aided the campaign of Lincoln for President in 1860.

Lincoln had been nominated June 16, 1858, by the Republican State Convention, meeting in the Illinois Capitol, now the Sangamon County Court House, in Springfield, as its first and the only choice for the office of United States Senator from Illinois to succeed Senator Stephen A. Douglas, whose term was expiring. On the evening of June 16, 1858, Lincoln delivered in the hall of the House of Representatives, now the Circuit Court room, his famous "House Divided" speech in which he boldly proclaimed:

"A House divided against itself cannot stand. I believe this government cannot endure permanently half free, half slave. I do not expect the Union to be divided. I do not expect the house to fall, but I do expect it will cease to be divided. It will become all one thing or all the other."

The nation was electrified! Lincoln was speaking as no man had spoken previously upon the slavery question. Lincoln had been counselled by all political friends, except his law partner, Herndon, not to deliver such an address. But he was determined to apply the poultice to the sore. The slavery question in 1858 was becoming titanic. Only Lincoln dared to say what was said in the "House Divided" speech.

Senator Douglas, in Washington, who had weeks before been nominated by the Democratic state convention in Illinois to succeed himself

as United States Senator, hastened to Chicago to begin his campaign. He spoke from the balcony of the old Tremont House on Lake Street, then a leading hostelry of Chicago, burned in the Chicago fire of 1871. Lincoln spoke from the same balcony the next evening. Within a few days Douglas spoke in Bloomington, with Lincoln in the audience. Both men soon spoke in Springfield; they trailed each other during the month of July, 1858, through Central Illinois.

Lincoln issued the challenge for a series of nine joint debates to cover the nine congressional districts of Illinois, writing the challenge to Senator Douglas from the Tremont House, Chicago, July 24, 1858. Douglas was reluctant to meet Lincoln in debate, but he was afraid not to answer the challenge. He then suggested that since he and Lincoln had spoken in Chicago and Springfield that the series be shortened to seven debates; Lincoln agreed.

Lincoln and Douglas each spoke in Monticello, Illinois the afternoon of July 29, 1858. They met on the highway just south of the town, where a shaft and plaque now mark the site, to discuss the plans for the debates. Finding more than they could settle in a roadside conversation, they agreed to meet that evening in the home of Mr. and Mrs. F. E. Bryant, friends of Senator and Mrs. Douglas, in nearby Bement, Illinois. In this modest home, thoughtfully preserved as a memorial by the village of Bement, Lincoln and Douglas completed arrangements for the memorable debates.

All plans were carried out completely. Neither contestant missed an appointment nor was either late at a debate site. Not one of the seven debates was cancelled or postponed. The seven debates were carried through without change of original plans, a remarkable achievement when one considers the crude new railroads of the late 1850's in Illinois.

Douglas travelled, for the most part, on special trains, accompanied by his brilliant and beautiful wife, and numerous politicians. A flat-car was attached to the rear of the train upon which a cannon was mounted. The cannon was fired by party lieutenants as the train travelled through

towns. There was abundant flare and what we call "pep" in the campaigning of Senator Douglas. Lincoln, on the other hand, used regular trains. It is related that on their way north from the third debate at Jonesboro, after each candidate had visited the Illinois State Fair, then held at Centralia, that the regular train conveying Lincoln and a few personal friends, was side-tracked between Centralia and Mattoon, enroute to the fourth debate at Charleston, east of Mattoon, to permit the Douglas special to roar by.

The seven debates were held August 21, at Ottawa; August 28 at Freeport; September 15, at Jonesboro; September 18, at Charleston; October 7, at Galesburg; October 13, at Quincy; and October 15, at Alton.

Lincoln and Douglas travelled over what are now portions of the Rock Island, Illinois Central, Alton, Burlington, T. P. and W., and New York Central Railroads to reach these debate locations; they also made some use of Mississippi River steamboats.

Lincoln's Journey to Visit His Step-Mother
January 31, 1861

One of the most memorable of all of Abraham Lincoln's use of railroads was his final trip to visit his step-mother, Sarah Bush Lincoln, who lived southeast of Mattoon, Illinois. Lincoln was then President-elect of the United States. He made this trip January 31, 1861, just a few days before he was to leave Springfield forever, February 11, 1861, for Washington. Lincoln regarded his step-mother with an affection only second to that of his own mother, Nancy Hanks Lincoln. He wished to visit her, also the grave of his father, Thomas Lincoln, in Shiloh Cemetery, or the Thomas Lincoln Cemetery, southeast of Mattoon, before he left for Washington, because, as he said, "I now leave not knowing when or whether ever I shall return." The trip was tedious, as were all railway journeys of that period. A fifteen-mile carriage trip was also necessary.

This writer is unable to determine Lincoln's exact railroad routes. He could have used the Great Western Railroad through Decatur to Tolono, changing to the Illinois Central, thence to Mattoon. The writer believes Lincoln chose the Tolono way for it involved only two railroads instead of the three routes through Decatur and Pana. There is no existing record how Lincoln made the return trip.

It is pathetic, indeed, to visualize Abraham Lincoln, President-elect of the United States, making this journey. Seven Southern states had seceded. Lincoln had been busy in the choice of his Cabinet and numerous other officers. He and all clear thinkers were certain that Civil War was at hand. Yet Lincoln made this tedious trip. He drove fifteen miles through January weather, over poor roads, to spend a few hours with his step-mother before assuming his colossal duties in Washington. Lincoln here appears in bold relief as the great human being that he was.

A family and neighborhood dinner was held at noon, after which Lincoln and his step-mother drove a mile in a buggy to Shiloh Cemetery, nearby, to spend a moment of silent tribute at the grave of Thomas Lincoln, father and husband of the sorrowing man and woman.

The site of this family visit and dinner is now known as "The Moore Home" and is about a mile from "The Lincoln Log Cabin State Park," of which it is now a part, and administered with the park. The Thomas Lincoln Cemetery is also administered as a portion of "The Lincoln Log Cabin State Park," one of the many Illinois Lincoln Memorials. This railway journey was the last one Lincoln made from Springfield, to return in life to Springfield.

A Memorable Railroad Journey

On the morning of February 11, 1861, a little train stood at the Great Western railway station in Springfield, Illinois, its tiny locomotive pointing to the east. An anxious man was bidding farewell to his neighbors and friends before taking leave to become President of the United States.

He stood at the end of the train and solemnly looked over familiar faces before him, then slowly and seriously spoke these words:

"My friends, no one not in my situation can appreciate my feelings of sadness at this parting. To this place and to the kindness of this people, I owe everything. Here I have lived for a quarter of a century and have passed from a young to an old man. Here my children have been born and one lies buried. I now leave not knowing when or whether ever I shall return, with a task before me greater than that which rested upon Washington. Without the assistance of that Divine Being who ever attended him, I cannot succeed; with that assistance, I cannot fail. Trusting in him who can go with me and remain with you and be everywhere for good let us confidently hope that all will yet be well. To His care, commanding you, as I trust you in your prayers will commend me, I bid you an affectionate farewell."

The train started to move. Abraham Lincoln watched the Springfield which he had loved from early manhood fade from his sight. He was never to see his beloved city and home again.

Preceded by a pilot engine, for there were rumors of disaster overtaking his trip, the train passed through Decatur and stopped at Tolono. Just east of the crossing of the Great Western and the Chicago branch of the Illinois Central at the Tolono station, Abraham Lincoln made his final public address in Illinois.

The train arrived in Danville just nine minutes behind schedule. This was a remarkable achievement, when we recall that the engine was a wood-burning locomotive, that there was insufficient ballast under most of the track, and that the rails were of the early iron type. The train did not stop in Danville but slowed down sufficiently for Lincoln to reach from the rear platform and to shake the hand of a warm friend.

State Line City, Indiana, on the Illinois-Indiana state line, eight miles northeast of Danville, and not Danville itself, was the railroad terminal point of those days. At State Line City, the rails of the Great Western railroad joined, end to end, those of the "Valley Railroad," a new road

which travelled, as was indicated in its name, the Wabash River Valley. Each road maintained a round-house and turn-table, and switchyards, at State Line City. There was a three-story frame hotel, since removed, in State Line City, where Lincoln and his party were entertained for dinner. From his train, as it rolled east from this village, Lincoln was to see forever the Illinois of his young manhood. The site in State Line City where the Lincoln party stopped for dinner while enroute to Washington is now appropriately designated by a marker and plaque at the northwest corner of the public square.

At Lafayette Junction, Indiana, just south of the city of Lafayette, Indiana, the train was switched from the Valley Railroad, now the Wabash, to the rails of what is now the Chicago-Indianapolis division of the New York Central Lines, which provided entrance into Indianapolis. Lincoln and his party were entertained for the night at the old Bates House, on the present site of the Claypool Hotel, northwest corner of Illinois and Washington streets.

There, on the south side of the Bates House, Abraham Lincoln addressed the people February 12, 1861, his fifty-second birthday. An appropriate tablet has been placed on the south side of the Claypool Hotel in Indianapolis, indicating the site of Lincoln's farewell address in Indiana, the state in which he lived from his seventh to his twenty-first year. This was "during the formative period of his life" as the tablet at the entrance to the gravesite of his mother, Nancy Hanks Lincoln, near Lincoln City, in extreme southern Indiana, so beautifully records.

The railroads of the 1850's in Illinois and Indiana on February 12, 1861, had now performed their full duty in making Abraham Lincoln President of the United States and one of the greatest names in history. Approximately four years and three months later his lifeless body was borne, by what is now the Alton Railroad, from Chicago to Springfield, where Lincoln now sleeps in a tomb—one of the notable Shrines of Democracy in the world.

THOMAS MANN
REPLIES

WHEN he was asked by some of his own people to return to his native land following World War II, Thomas Mann, the great German novelist declined, saying, “ I am now attached to this magnificent shore of America whose breath is the future and whose climate is balm for the evening of my life. Here I have built my house. And here in this house, thankful for each new, sunny day, for the world around me colorfully gleaming in the bright light, I would end my life’s work—partaking of an atmosphere of power, reason, abundance and peace.”

THEIR ENLIGHTENED FUTURE

THE PINE TORCH, a paper published by the Piney Woods School, presents here some interesting facts. There are at present several endowed schools in the South that began with limited or no resources, equipped for teaching and training Negro youth. The colored people have, mainly by their own initiative, built schools for training their people in religious and democratic life. These small schools have developed splendidly, as have some larger schools and colleges such as Tuskegee Institute, fostered for and by the colored people, with the assistance and generosity of a number of outstanding people of the white race. We must realize that it was the inspiration of Lincoln's foresight which helped make possible this tremendous advance in the right direction. It was not a sudden awakening, but rather a steady realization of what can be accomplished in this land of Lincoln and of ours.

In THE PINE TORCH our attention is called to a wonderful woman, Helen Keller, who, although blind, deaf, and as a child unable to speak, overcame her helplessness. In her struggles against her handicaps there sprang forth light, happiness, and understanding which have encouraged many people. Helen Keller inspires us in furthering our efforts to help others less fortunate than we. The interesting letters from pupils of the Piney Woods School exemplify courage—the courage a blind and deaf person has imparted to others that they, too, may overcome their many handicaps.

THE PINE TORCH

Christianity — Character — Service

Vol. VII

Piney Woods, Miss., July-August, 1945

Number 4

HELEN KELLER VISITS PINEY WOODS SCHOOL



MISS KELLER

MISS THOMSON

Address Delivered At Piney Woods School By Miss Helen Keller May 28, 1945

Prof. Jones, Mrs. McBryde and
Friends:

There is always sunshine in my heart when I am among young people, and I am especially proud to be with you who study and work so bravely despite difficulties.

One of my first and tenderest memories is the companionship of my young colored playmates.

How patient and sweet they were with me—the wild, unhappy little creature that I was before my education began! Since then how fervently I have prayed that every colored child might have a chance to be educated!—and now I have the privilege to see what paths your teachers are breaking for you to accomplishment. Your

(Continued on page 3)

On Monday, May 28, Helen Keller passed this way. That is HISTORY. To have seen her once, to have heard her speak, to have known her hand grasp, to have felt the touch of her sensitive fingers on lips, on face, on hair—that is a blessing never to be forgotten.

Miss Keller addressed the student body in chapel at 10:00 A. M. The news of her coming had been spread by radio so that her audience comprised also a large number of guests both colored and white; but her words were addressed especially to Negro youth. Never has any one else addressed them with so much understanding of obstacles to be overcome, of the value of education whatever the cost, of the GREATNESS of life, of the satisfaction that comes from contributing to it. Her message was indelibly stamped on our minds with the cameo-like precision with which she had shaped it into words.

Her speech was followed by picture-taking, dinner at the Community House, and then the beautiful letter on page four which she has so graciously permitted us to print.

LIFE

How richly one may live if one WILL! This was the object lesson of Helen Keller's visit. No self-pity, no race prejudice, no willful warping of GOD'S great truth mars her enjoyment of "life's greatness." She senses the LIGHT wherever she goes and brings LIGHT with her. Truly, GOD was in our midst when she was here.

—Zilpha Ellen E. Chandler

THE PINE TORCH

LAURENCE C. JONES, Editor

Published every other month in the interest of primitive Christianity and education in the Piney Woods, at Piney Woods, Miss., by the Piney Woods School, on Highway 49, southeast of Jackson, Miss., twenty-two miles.

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BEQUEST

Our friends are requested to give the school some aid in the way of testamentary bequests. Its corporate name is The Piney Woods Country Life School, and Piney Woods, Mississippi, should be added in specification of the place.

By resolution of the Board of Trustees, all money received toward the Endowment will be forwarded to the well-known Commercial Bank and Trust Co., of Jackson, Miss., and it will be asked for recommendations as to the investment of surplus funds.

By availing ourselves of the experience of an institution, which has long been familiar with investment business, we believe that we shall be able to invest any money belonging to the Endowment Fund, having in mind a maximum return with the proper degree of safety.

INSPIRATION

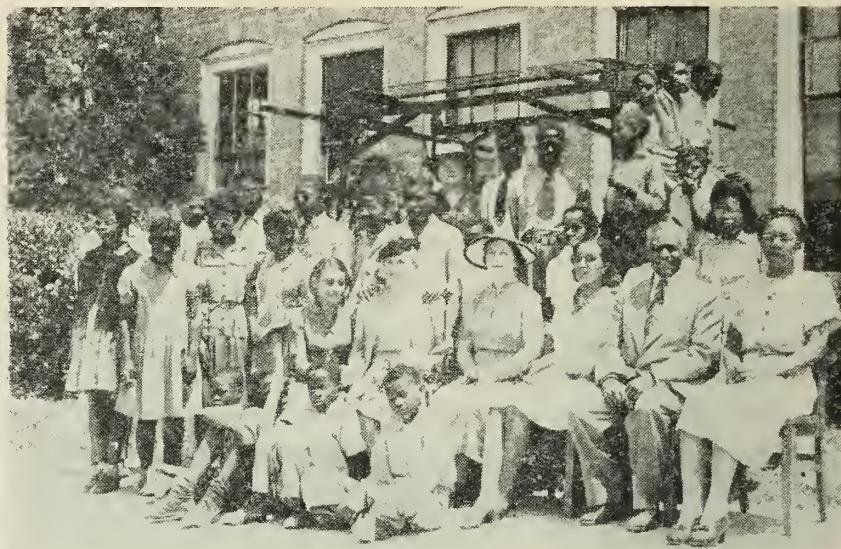
I consider May 28, 1945, one of the happiest and most interesting days of my life. I cannot find words to express my appreciation for having the opportunity of hearing and seeing one of the greatest women of the world.

Observing Miss Keller closely, I learned many useful things. We should never overlook the little things to get to the big ones. It is the little things that count most. Miss Keller often said, "That which is hard is noble".

There is nothing in starting a job and not finishing it. To stop on the way side will get you no place. We all should remember:

"If a task is once begun,
Never leave it 'til it's done
Be the labor great or small,
Do it well or not at all."

It seems as if Miss Keller never used the word "can't". In spite of her handicaps, she went on and upward. The word can't only makes the task seem harder. There is a way of making work play, and play work. One should always let work become a part of him. Do it willingly and with a smile; then it will seem not like a task, but play.



HERE

HELEN KELLER

This picture was taken on the campus at Piney Woods School May 28, 1945.

Surrounded by students from the department for the blind sitting from left to right—Ernestine Archie finished high school at Piney Woods in 1938. Sent away to college by the state of Mississippi. Finished college in 1942. Teaches in the department for the blind.

Helen Keller, Polly Thomson—her companion.

Cora Staples — attended our blind school, later graduated from a Louisiana College. Teaches sighted students.

Laurence C. Jones — State Univ. of Iowa '07. Founder and Principal, The Piney Woods School.

Martha Morrow Foxx—graduated Overbrook College, Philadelphia, Penn., for blind. Supt. the Dept. for the Blind at Piney Woods School.

No more negro troops at the Jackson army air base—not for the present, at least. Last remaining negro unit was shipped a few days ago to Brookly Field, Ala. First negro troops were sent to this base in 1941. They proved to be good soldiers and also good workers and there was never a bit of trouble developed between them and white troops quartered at the base.—Jackson Daily News, Feb. 26th.

—Maude Alice Carter,
Twelfth grade student.

I am proud to say that I have been inspired by Miss Keller, that my aim is to reach the highest goal in life, and not to be hindered by the few obstacles of life; after all "That which is hard is noble".

RESOLUTION

A number of years ago, I read Helen Keller's "Three Days To See", but I never dreamed that, some day, I might see her. Then came that glorious day, May 28, when Helen Keller came to Piney Woods School. I shall always cherish, in memory, her wonderful personality, for it was a living evidence of the abundance of joy she finds in life despite her grievous handicaps. As she greeted the people who came to see her, she made no difference in them because of race or color. By her visit I have been greatly benefited. Before seeing her, I often spoke of having obstacles to face; but, after observing Miss Keller, I know there is nothing standing in my way except myself.

Miss Keller said in "Three Days To See" that, in the long nights of her life, books built themselves into a great shining lighthouse, revealing to her the deepest channels of human life and the human spirit. The book she likes best is the greatest of all books, the Bible. I am reminded that it has been said, "Let the Bible be the foundation of your church, home, and school; then, all things shall be revealed to you."

To my shame, I realize I have eyes and see little; but my motto, henceforth, shall be one Miss Keller gave me, "Use your eyes as if tomorrow you would be stricken blind." Miss Helen Keller is the greatest person I have ever met.

—Elva Naomi Cutrer,
Twelfth grade student

WORK

I think Miss Keller is one person I shall never forget, and I hope that more boys and girls will have a chance to see her. Maybe her talk will help them to see that the person who has an easy time never gets anywhere in the world because he is too lazy.

—Allie D. Foster,
Eleventh grade student.

Mrs. F. G. Horton has graciously given a donation toward harness thru our friend, Miss Minnie Rowe.

MRS. DICKMAN

Last November Mrs. J. W. Dickman came from Evanston, Illinois, to deliver our convocation address. The auditorium was packed and Mrs. Dickman spoke so simply and effectively on the subject of interracial understanding that one little twelve-year old remarked, "Even if I am little, it could go through my head." Everyone big and little, was impressed by her stirring, hopeful message.

Mrs. Dickman remained at Piney Woods for ten days and endeavored to become thoroughly acquainted not only with students and faculty and the operation of Piney Woods School but with the country and the home from which our pupils come. She visited classes, met the girls in the dormitory for an inspiration talk, visited Piney Woods graduates in their schools, called at many homes with our Home Demonstration Agent, attended our Homecoming football game, and kept busy and interested every moment.

A happy climax to her visit has been the receipt of over a thousand dollars for our Library Fund from friends whom she has interested in the school.

Mrs. Dickman, for fifty years, was associated with Upper Iowa University. Her husband was formerly President of that University. She herself has just recently resigned as treasurer.

"THERE ARE THINGS TO DO"

Christ's life was one of service and, yet, many so-called Christians find nothing to do to help their fellowmen. Therefore, they cannot see that Christianity works. We heartily agree with Dr. Peale, on the Marble Collegiate Church in New York says:

"Many persons have come to look on religion as outmoded by science. They think it is impractical, that it is too general in its teachings. They want something concrete. We, as churchmen, should give them that concrete plan for Christian living."

ADDRESS BY MISS KELLER

(Continued from page 1)

teachers are liberators, just as my own was, because they have faith that if you want to do something fine, and want it hard enough, you can fulfill your dream. I am sure, boys and girls, you will study hard and learn to do things well, so that you may justify your teachers' faith in you.

It has been said that to attain what is noble is difficult, and so it is, but the very effort to do it creates grit, character and initiative. Obstacles are things to be overcome if we are to walk strong and unafraid in the world's wilderness.

We who are blind or deaf have a peculiar problem to solve, and we know that perseverance is mightier than any other force. In all of you I sense a brave resolve to lift yourselves above harsh circumstances; and surely you will if you work long enough and persevere and believe in the abilities God has given you. It does not matter how you respond to the call to usefulness—with your brain or your hand, you will be equally happy to feel that you are part of Life's greatness.

Helen Keller
Piney Woods, Miss.
May 28, 1945

OUR GREATEST NEED

A little more kindness
A little less creed.
A little more giving,
A little less greed.

A little more smile,
A little less frown,
A little less kicking
A man when he is down.

A little more "We,"
A little less "I".
A little more laugh,
A little less cry.

A little more flowers
On the pathway of life,
And fewer on graves
At the end of the strife.

Dear Mr. Jones:

June 3, 1945

This is the earliest chance I have had to thank you for the beautiful welcome you and the Piney Woods School accorded me last Monday. When I come to think of it, there was more than a welcome, it was an aura of nobility and fellowship that enfolded me, and verbal gratitude seems ineffective. It is like trying to thank you and your co-workers for being among the great, light-bringing souls with whom, at a reverent distance, I sense real kinship.

The details of that May morning will remain engraved on my heart—the songs Miss Thomson spelled to me with emotion in her fingers as she said how wonderful the voices were, Dr. Rice's and your words so luminous with the understanding of handicaps as opportunities, the dearness of the children as they sat silent, attentive. Then came the picture taking, of which I was proud to be part and the fragrances of magnolias and roses as we approached your house. Wisely the Greeks said that the true teacher is one who keeps the sacred fire of a people's growth burning. How magnificently you have all these years tended the flame of your people's release! You have not merely taught, you have also quickened a purposeful desire for instruction, skill in the arts and sciences, alert thinking. Your labors will, I am sure, transform negroes from inert vassals of society into live individuals willing to work and fight for a future of freedom and self-fulfillment.

Your contribution, Mr. Jones, to progress everywhere cannot be computed in extent of territory, but rather in the motive power you are helping to rouse throughout submerged mankind. As you probably know, three-fourths of the whole race still live in want, fear and ignorance, and you are in the vanguard of those who find right methods to free them from an enslaved, habit-ridden past. Not until those serfs of the soil and the tool become their own masters can they achieve better health of mind and body, and not until then can the world fully benefit by their loyal but ill-directed service.

Last Monday God's Presence smiled upon me in all of you. Then a shadow dimmed the light. Our faith, as you know, is nourished "by believing speech with the like-minded." So I think you will understand when I say I was grieved because you did not sit with Miss Thomson and me in the home where we had accepted your hospitality. Had I known that would happen, I would have refused to break bread and drink refreshment without you.

Nothing shuts me out from the joy of communion like the wicked, bat-eyed prejudice that breeds racial discrimination and inequality. Ever since I realized that such cruelty exists in people who are emotionally deaf and blind, I have revolted against ideas and systems that deny colored folk—or any other group or race—their rights as human beings in birth, education and equal citizenship. If Christianity means Purpose, they blaspheme who call themselves Christians and yet treat negroes as social pariahs, beasts of burden and unfit for the living knowledge which binds men together in creative community life; and any civilization founded on brute force is doomed.

Since no race is wise enough to dictate to another, justice and progress demand that negroes as a whole rise to independence which self-respect and well-being require, and gratefully I salute you as a true teacher striving towards that goal. Until the goal is attained, the most sacrificial war on record, professedly waged for freedom and decency, will have been fought in vain.

Miss Thomson joins me in affectionate messages to the teachers and students at Piney Woods, and in admiring personal regards to yourself.

Cordially yours,

Helen Keller

From A Southern Friend

Piney Woods Country Life
School

Piney Woods, Mississippi
February 24, 1945

Dear Professor Jones:

It gives me a great deal of pleasure to have this opportunity of thanking you for the very splendid job that you are doing with the boys entrusted to your care.

On Saturday, the 17th, Mr. Wiley P. Harris, Director of W. J. D. X., and myself went hunting back of your school. We had not been there very long before a downpour of rain made it impossible for us to get out without assistance. Mr. Harris went up to the campus and asked two of your boys if they would help and their willingness and efficiency in helping us prompted me to write and thank you for the very splendid job that you are doing.

These two boys that helped us were just as nice and courteous as any boys I have ever known and I hope that my boy is receiving the same kind of careful attention that you are giving your students.

Yours very truly,
PAUL P. BELLENGER.
Vice-president,
Trenton Lumber Co.

PPB/ec

Religious Emphasis Week

Through the kindness of a long time friend, Frank B. Huston, we had with us from June 12 to June 16 the Reverend Frank Sells, of the Columbia Bible College, Columbia, South Carolina, for a week of religious emphasis.

Mr. Sells met our students daily immediately after dinner and again at night for religious instruction. After he had gone, the students wrote letters to Mr. Huston telling him how much they had appreciated the meetings. We are sure the meetings did a great deal of good, and we are all grateful for them.

IN CONCLUSION

IN these condensed and various selections we have attempted to present some idea of the progress during a century in American life, thanks to Lincoln's vision and efforts. America has brought to fruition many of Lincoln's hopes; others of his ideals yet await fulfillment. And if Lincoln's idealism, which has been with us so constantly these past hundred years, is sustained, America has "a vast future" indeed.

We have been blessed with many riches—in natural resources, in technical skills and equipment, in vigorous and enterprising manpower. These have helped to make America the great country it is. And yet, such riches in themselves are not sufficient to guarantee a great future, with livelihood and security and contentment for all. There were great Powers in the world of ancient times, and now they are nothing more than memories of the past. We have just gone through the greatest war in history and have seen tremendous nations collapse. To be sure, America triumphed over her foes because she had superior weapons. But in the last analysis, our superiority of arms was made possible by our superior ideals. Democracy once more proved mightier than dictatorships and tyrannies.

What does that democracy mean? Lincoln expressed it in his day for himself and for America—"with malice toward none, with charity for all." Democracy meant—and still means—the rejection of bigotry, the devotion to justice, the pursuit of liberty and equality of opportunity to all, regardless of descent, denomination or income. Democracy meant—and means—the government of the nation in keeping with such principles by the people. Who are the people? You and I, and our next door neighbors.

The American future is in our hands. The spirit of Lincoln can be our guide. It is our obligation and privilege to shape that future in his spirit.

JOSEPH KUHN & CO.

By ISAAC KUHN, *President.*

CHAMPAIGN, ILL.

Sept. 11, 1946.



Students in uniform pay tribute before Lorado Taft's statue of Lincoln in Urbana, Illinois in 1945. It is significant to recall that the great Emancipator practiced law on the circuit in Urbana and that the Morrill Land Grant Act, which resulted in the founding of the University of Illinois, was the first civil bill signed by Abraham Lincoln as President.

